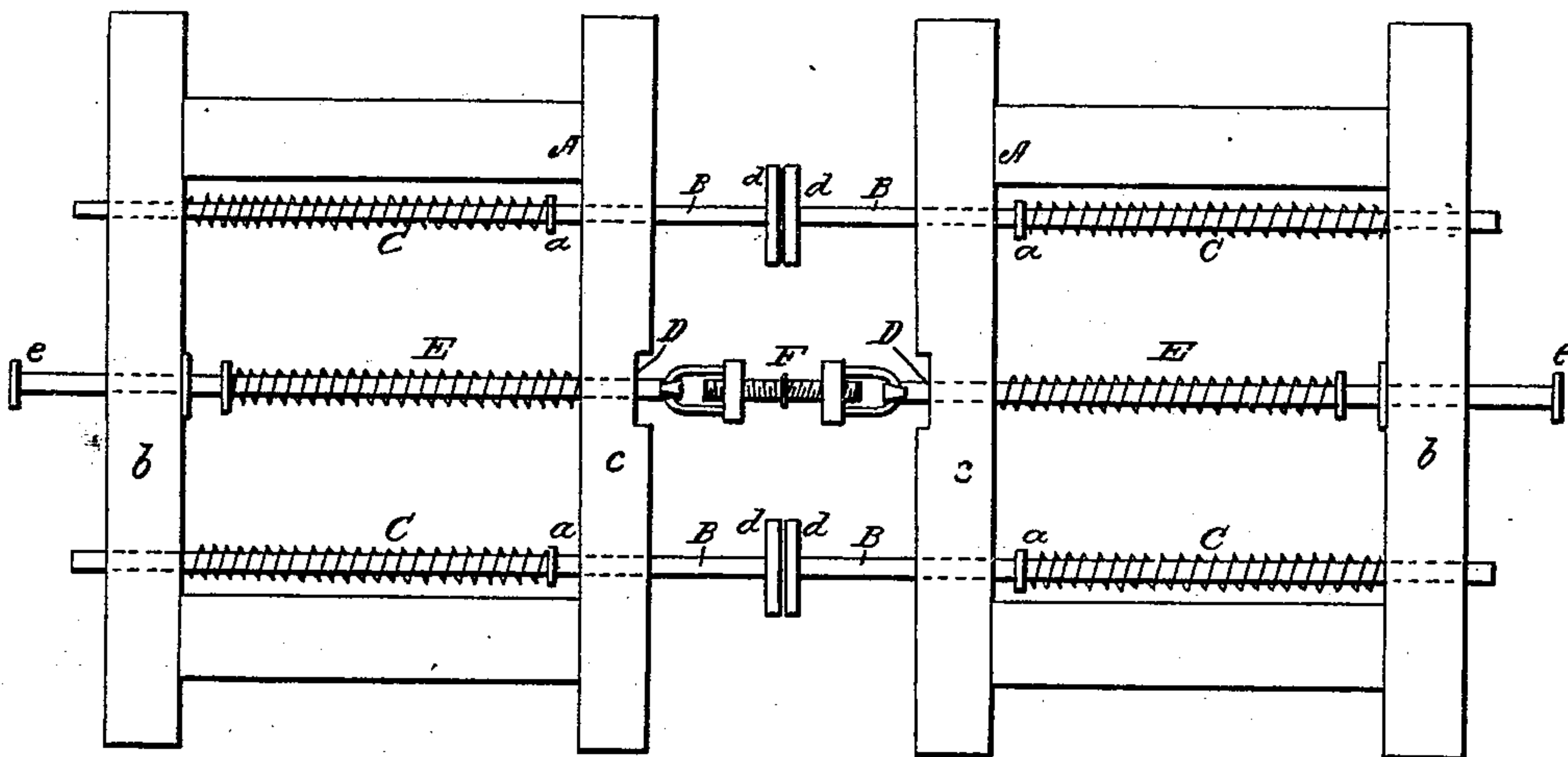


J. M. EVERHART.

Car Coupling.

No. 79,643.

Patented July 7, 1868.



Witnesses:

*W. C. Ashkett*  
*Alex. L. Roberts*

Inventor:

*J. M. Everhart*  
per *Munn & Co.*  
attorneys.

# UNITED STATES PATENT OFFICE.

JAMES M. EVERHART, OF PITSTON, PENNSYLVANIA.

## IMPROVED CAR-COUPLING.

Specification forming part of Letters Patent No. 79,643, dated July 7, 1868.

*To all whom it may concern:*

Be it known that I, JAMES M. EVERHART, of Pittston, in the county of Luzerne and State of Pennsylvania, have invented a new and useful Improvement in Coupling Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to a new and useful improvement in coupling railroad-cars, and has for its object the avoidance of all slackness or play between the coupled cars, and the consequent jamming, jerking, &c., attending the said slackness or play.

The accompanying drawing shows a plan or top view of my invention.

A A represent the framings of the adjoining platforms of two cars. Each platform-frame has two rods, B B, fitted loosely in it, one near each side, and parallel with each other and the sides of the frames, as shown clearly in the drawing. Each rod B has a shoulder, *a*, upon it, and a spiral spring, C, the latter being between the shoulders *a* and the rear bars *b* of the frames A; and said rods B extend through the front bars *c* of the frames, and have heads or buttons *d* on them, those of the rods B of one frame being in contact with the rods B of the other frame, said heads or buttons being kept in contact by the springs C.

D D are rods, fitted centrally, one in each

frame A, and each having a spiral spring, E, upon it, the ends of which bear against the inner sides of the front and rear bars *c b* of the frame, the rear parts of the rods D passing loosely through the rear bars *b*, and having each a head, *e*, upon it. The outer ends of the rods D D are connected by a right and left screw-coupling, F, which, by being screwed up, causes the heads *d* of the rods B of the two frames to be brought in contact.

By this arrangement no play is allowed between the two frames, and still the frames are allowed to move or turn either to the right or left, to conform to the curvatures of the road, equally as well as with the ordinary car-couplings in use.

All jerking, jamming, and irregular motion produced by the play of the ordinary link-couplings are consequently avoided, while the number of spiral springs employed effectually prevents a sudden starting or stopping of the locomotive transmitting jams or jerks to the cars.

I claim as new and desire to secure by Letters Patent—

The right and left screw-threaded coupling F, in combination with the spring-rods D, as herein described, for the purpose specified.

The above specification of my invention signed by me this 13th day of January, 1868.

JAMES M. EVERHART.

Witnesses:

ADAM NEULS,  
FREDERICK SCHAFER.